



# **Construction Worker Transport Strategy**

UNSW Health Translation Hub, Randwick

28/02/2023

Ref: P2152r02

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02	28/02/2023	Issue	L. Liu	M. Kong

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# Contents

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<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Overview	1
1.2	Purpose	1
1.3	Scope and Application of Strategy	1
<b>2</b>	<b>Site Details</b>	<b>2</b>
2.1	Site Location	2
2.2	Surrounding Road Network	2
2.3	Existing Public Transport	3
2.4	Existing Active Transport	5
<b>3</b>	<b>Key Management Stakeholders</b>	<b>7</b>
3.1	Hansen Yuncken	7
3.2	Randwick City Council (RCC)	7
3.3	Transport for NSW (TfNSW)	7
3.4	Stakeholder Consultation	7
<b>4</b>	<b>Construction Worker Parking</b>	<b>8</b>
4.1	Construction Worker Numbers	8
4.2	Construction Hours	8
<b>5</b>	<b>Construction Worker Parking Strategy</b>	<b>9</b>
5.1	Travel Arrangements for Construction Workers	9
5.2	Parking Arrangements for Construction Workers	9
5.3	Measures for Discouraging Workers from using Residential and Public Parking Facilities	9

# Contents continued

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## Figures

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Figure 1: Site Location and Surrounding Roads	2
Figure 2: Road Classifications	3
Figure 3: Public Transport Access	4
Figure 4: Existing Bicycle Network	6

## Tables

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Table 1: Local Road Network	3
Table 2: Existing Light Rail Services	5
Table 3: Existing Public Bus Connectivity	5
Table 4: Hours of Work	8

## APPENDICES

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Appendix A. Consultation with Council, TfNSW and the Sydney Light Rail Operator (To be updated)
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# 1 Introduction

## 1.1 Overview

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Ason Group have been engaged by Hansen Yuncken (HY) to prepare a Construction Worker Transportation Strategy (CWTS) in relation to the construction activities associated with the health-related research and education development (the Proposal) at Randwick Hospitals Campus (RHC).

This CWTS details the measures and strategies to be undertaken during construction to minimise the effects of construction worker parking demand on the community.

This report is to be read in conjunction with the Construction Traffic and Pedestrian Management Sub-Plan.

## 1.2 Purpose

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The purpose of this document is to address the relevant conditions of State Significant Development SSD-10822510. The relevant Condition of Consent (B27) is reproduced below:

*Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets, or public parking facilities. A copy of the strategy must be submitted to the Planning Secretary for information.*

## 1.3 Scope and Application of Strategy

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It is the intent of this Strategy to outline the management of construction worker transportation to and from the Site. In particular, the Strategy has been prepared to manage construction worker car parking to minimise demand for parking in nearby public and residential streets during the construction of the school.

Recognising the need for these procedures to adapt to changing circumstances in order to achieve the desired management of construction worker travel, the Strategy may be varied from time to time to account for the changing circumstances. Those circumstances include changes to the site, altered traffic conditions and / or off-site operational imperatives during construction.

Any changes to the Strategy shall be communicated to all construction workers, impacted community members and stakeholders.

Hansen Yuncken will be responsible for the review and update of this Strategy when required which will be reviewed per stage of the project.

## 2 Site Details

### 2.1 Site Location

The Site is located within the Randwick City Council LGA, approximately 6 kilometres south-east of Sydney CBD. The Site has a frontage to High Street to the north and Botany Street to the west.

The Site is bound by residential to the north and south, health (Price of Wales Hospital) to the east and educational developments (University of New South Wales) to the west. The Site is currently zoned R3 - Medium Density Residential and is currently vacant.

The location of the Site is presented in **Figure 1**.



Figure 1: Site Location and Surrounding Roads

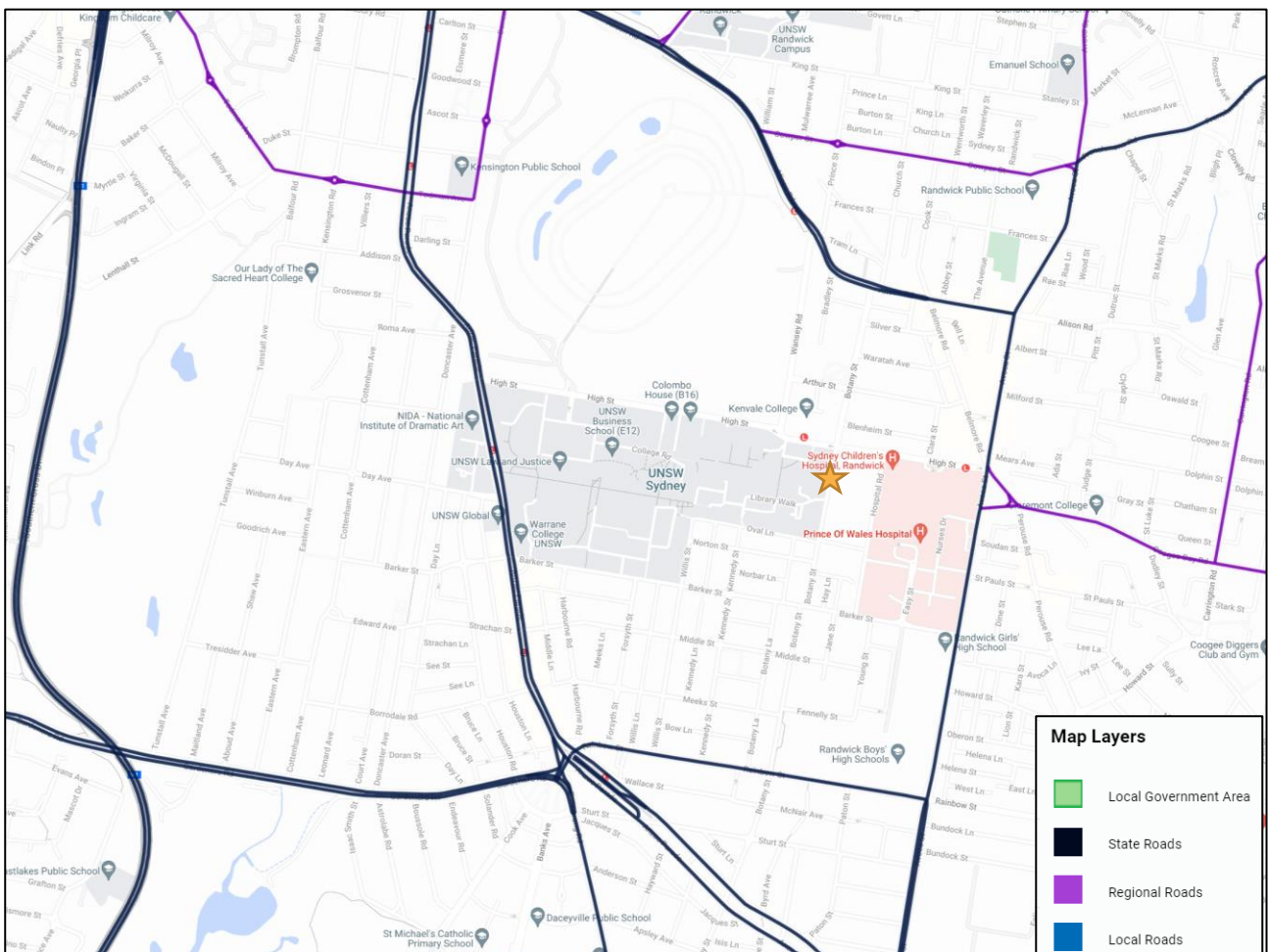
### 2.2 Surrounding Road Network

The key roads surrounding the Site are identified in **Figure 2** and summarised in **Table 1**.



**TABLE 1: LOCAL ROAD NETWORK**

Road Name	Section	Speed Limit	Parking	Traffic Volumes	Road Classification
High Street	Avoca Street & Anzac Parade	40 km/h	Unrestricted Parking	~ 10,000 vpd	Collector
Botany Road	Alison Road & Barker Street	50 km/h	Restricted Parking	< 5,000 vpd	Local
Hospital Road	High Street & Barker Street	20 km/h	Restricted Parking	< 5,000 vpd	Local

*Figure 2: Road Classifications*

## 2.3 Existing Public Transport

### 2.3.1 Light Rail Connectivity

The UNSW Health Translation Hub site will be afforded high quality public transport access through the provision of nearby bus and light rail stops on High Street and Botany Street as shown in **Figure 3** below. This includes:

- 
- Public Transport - Buses**
- 303** San Souci to Prince of Wales
  - 348** Wolli Creek to Prince of Wales
  - 356** Eastgardens to Bondi Junction
  - 358** Sydenham to Randwick
  - 370** Coogee to Glebe Point
  - 373** Coogee to Museum
  - 373x** Coogee to Museum Express
  - 375** Eastgardens to Randwick
  - 377x** Maroubra Beach to Museum Express
  - 390x** La Perouse to Bondi Junction Express
  - Bus Stops**
- Sydney CBD and South East Light Rail**
- Randwick**
  - L2** Randwick to Circular Quay
- Active Transport**
- Cycle Routes**
- On-Road Cycle Routes**
  - Off Road Shared Cycle Paths**
  - University Walk**
  - Proposed Cycleways\***
- Bicycle Route Construction Priorities 2015
- Destinations**
- 5. Randwick and UNSW to Coogee Beach\***
- 9. The Spot to Coogee\***
- Subject Site**
- UNSW High Street Light Rail Stop**
- Randwick Light Rail Stop**
- Wansey Road Light Rail Stop**
- 348 370 390x**
- 356 373 373x 375 377x**
- 303**
- 358**
- to Kingsford Maroubra**
- to Surry Hills Paddington City**
- to Darley Road Centennial Park**
- to Anzac Parade**
- to Coogee Bay Road**
- to La Perouse**
- to Bondi Junction**
- to Museum**
- to Glebe Point**
- to San Souci**
- to Maroubra Beach**
- to Eastgardens**
- to Sydenham**
- to Wolli Creek**
- to Prince of Wales**
- to Bondi Junction**
- to La Perouse**
- to Maroubra Beach**
- to Eastgardens**
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- to Eastgardens**
- to Sydenham**

4 | P2152r02v02 CWTS UNSW Health Translation Hub, Randwick



Key serviceability details are provided in **Table 2** and **Table 3** below.

**TABLE 2: EXISTING LIGHT RAIL SERVICES**

Line	Name	Frequency
L2	Randwick Line	Moderate Frequency (5-7 services per hour)

**TABLE 3: EXISTING PUBLIC BUS CONNECTIVITY**

Route	Description	Service Frequency
303	Sans Souci to Prince of Wales Hospital	2 services per hour
348	Wolli Creek to Prince of Wales Hospital	2-6 services per hour
356	Eastgardens to Bondi Junction	3 services per hour
358	Sydenham to Randwick (Loop Service)	2-6 services per hour
370	Coogee to Glebe Point	2-11 services per hour
373	Coogee to City Museum	2-6 services per hour
373x	Coogee to City Museum	6-9 services per hour
375	Eastgardens to Randwick	2-6 services per hour
377x	Maroubra Beach to City Museum via South Coogee	2-6 services per hour
390x	La Perouse to Bondi Junction	7-8 services per hour

## 2.4 Existing Active Transport

### 2.4.1 Pedestrian Network & Connectivity

Pedestrian access to the Site will be provided from a number of directions and dependent on the transport mode of arrival to the campus. The site is positioned at the end of the UNSW pedestrian network and has a high exposure to the north that can be easily accessed from the High Street light rail stop to the north-west and the Botany Street car park within UNSW to the south west. A number of users may also access the site from the north-west via the Gate 8 car park within the main UNSW Kensington campus.

Pedestrian access to the site will further improve following the installation of traffic lights (with associated pedestrian crossings) at the intersection of Botany Street and Gate 11, to be delivered as part of the Integrated Acute Services Building (IASB) project. These traffic lights will allow for the safe and efficient movement of pedestrians between the main UNSW Kensington campus and the future UNSW HTH building. Universal access for those with mobility impairments is also included as part of the design and described in further detail in the Access report prepared by Morris Goding Access Consulting.

## 2.4.2 Cycling Network

The existing bicycle network adjacent to the Site is shown in **Figure 4**. The High Street shared path connects Anzac Parade and Alison Road to the north of the Site. In addition, the UNSW Library Walk is operating as general road, where bicycles share spaces with motor vehicles, connects the Anzac Parade shared path to the south of the Site.

Approximately 800 publicly available bicycle parking spaces are provided on the UNSW Kensington campus. The vast majority of these are provided adjacent to buildings, with varying degrees of lighting, shelter and passive surveillance.

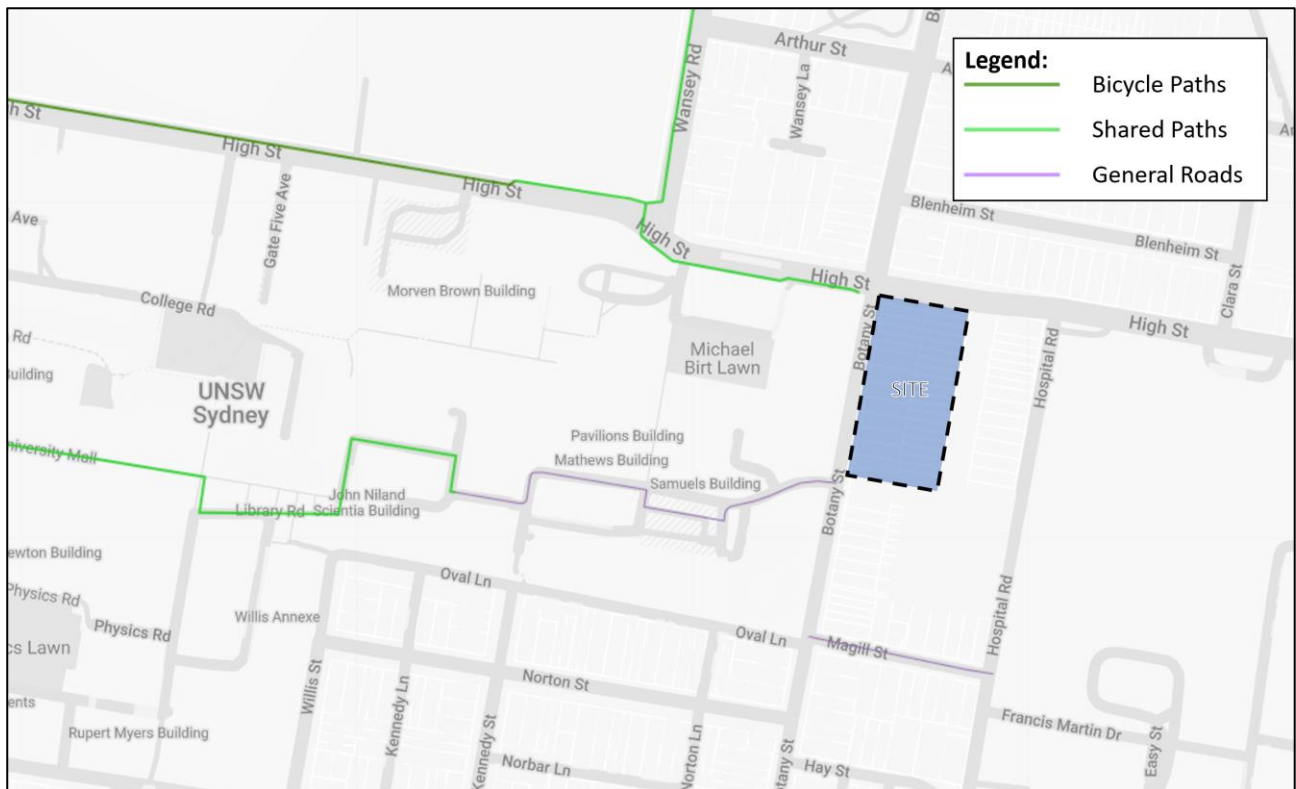


Figure 4: Existing Bicycle Network

## 3 Key Management Stakeholders

### 3.1 Hansen Yuncken

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Hansen Yuncken being the manager of the site has a duty of care to ensure the safety of all staff working on the Site and the surrounding community. Traffic management arrangements should be implemented to enable the orderly use of trafficable space provided within the Site and the road network surrounding it. Whilst every effort will be made to eliminate traffic safety risks, in instances where risks cannot be fully eliminated, traffic management measures are proposed to mitigate those risks.

Hansen Yuncken shall:

- Ensure all staff is provided with sufficient training to abide by the parking strategy outlined in this plan. This includes responsibility for measures to ensure that all staff and visitors are familiar with site-specific rules through appropriate site induction procedures, including being inducted into this Construction Worker Transport Strategy.
- Conduct all travel in a safe, professional and legal manner.
- Be familiar with and address their respective duty of care requirements in accordance with the application under the WH&S Act 2011 requirements.
- Ensure WH&S Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

### 3.2 Randwick City Council (RCC)

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Where and when applicable, Council shall be contacted when necessary. Council's responsibilities are largely focused on issues affecting the local community and businesses, management of the local road network and coordinating special events which may affect the availability of publicly available parking.

### 3.3 Transport for NSW (TfNSW)

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Where and when applicable, TfNSW shall be contacted, specifically relating to any impacts to Anzac Parade.

### 3.4 Stakeholder Consultation

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Over the course of the development of this Plan, Ason Group has consulted with key stakeholders including Hansen Yuncken, Transport for NSW (TfNSW) and Randwick City Council as part of the CPTMP. Details of consultation undertaken by the Project Team are included in Section 1.6.2 of the CPTMP.

# 4 Construction Worker Parking

## 4.1 Construction Worker Numbers

The average number of workers on-site per day will be 180 and the maximum will be 350.

## 4.2 Construction Hours

As per Condition C3 of the approved SSD-10822510, **Table 4** indicates the approved construction hours to be carried out on a building site.

It is anticipated that construction works, and deliveries will not be conducted or undertaken outside of the hours outlined above. Should out-of-work hours be required, HY will lodge an application for a Request to Carry Out Work Outside Standard Permitted Hours with Council to seek approval.

TABLE 4: HOURS OF WORK		
Activity	Day	Time
Construction works	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 5 pm
	Sunday & Public Holidays	No Work to be carried out



# 5 Construction Worker Parking Strategy

## 5.1 Travel Arrangements for Construction Workers

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As detailed in Section 2, the Site is located in close proximity to existing light rail and bus stops with frequent services during both AM and PM Peak. As such, it is expected that the majority of the construction workers will be able to access the Site via public transport.

To encourage public transport usage, an on-site secure tool storage area would be provided by HY to allow construction workers to drop off and securely store their tools and equipment for the project within the Site instead of bringing it to the Site every day.

Additionally, the site amenities will include fridges, microwaves, etc to encourage workers to drop off their lunch on-site at the start of the day and not leave the Site for lunch.

## 5.2 Parking Arrangements for Construction Workers

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No construction worker parking will be provided on-site. Given the site is very accessible via public transport, it is recommended that construction workers travel to and from the Site via public transport.

To encourage the use of public transport, an on-site secure tool storage facility would be provided by the project team to allow construction workers to drop off and securely store their tools and equipment for the project within the Site.

For workers who need to drive to/from the Site, these workers can rely on the following publicly accessible carpark:

- University of New South Wales, Kensington Campus - Botany Street Car Park, Library Walk, Sydney
  - 366 spaces
  - Opens: 24 hours, 7 days
  - <https://www.estate.unsw.edu.au/getting-here/parking/parking-rates>

## 5.3 Measures for Discouraging Workers from using Residential and Public Parking Facilities

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HY will implement the following strategies for discouraging workers from using residential and public parking facilities:

- Include within site induction and reinforce within toolbox talks.
- Encourage car-pooling among workers who need to drive to/from the Site to reduce the number of cars affecting the residential and public parking facilities.
- Request that subcontractors with a significant number of workers to implement car-pooling arrangements.
- Encourage site staff and management to work remotely where practicable.

- Monitor surrounding streets periodically and issue warnings accordingly if workers are found to be excessively using on-street and public parking facilities.
- Equipment and tools to be modularised in shipping containers where practical to reduce multiple small deliveries in personal vehicles.

# Appendix A. Consultation with Council, TfNSW and the Sydney Light Rail Operator (To be updated)

## PRE-APPROVAL CONSULTATION RECORD 01

Identified Party to Consult:	
Consultation type:	
When is consultation required?	
Why?	
When was consultation scheduled/held?	
When was consultation held?	
Identify persons and positions who were involved	
Provide the details of the consultation	
What specific matters were discussed?	
What matters were resolved?	
What matters are unresolved?	
Any remaining points of disagreement?	